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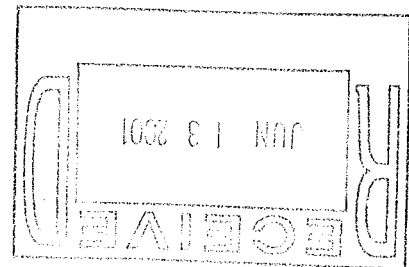
City of Sebastopol

Rodota Trail Connection

Project Description



June 2001



Coastland Civil Engineering, Inc.

Rodota Trail Connection Project Description

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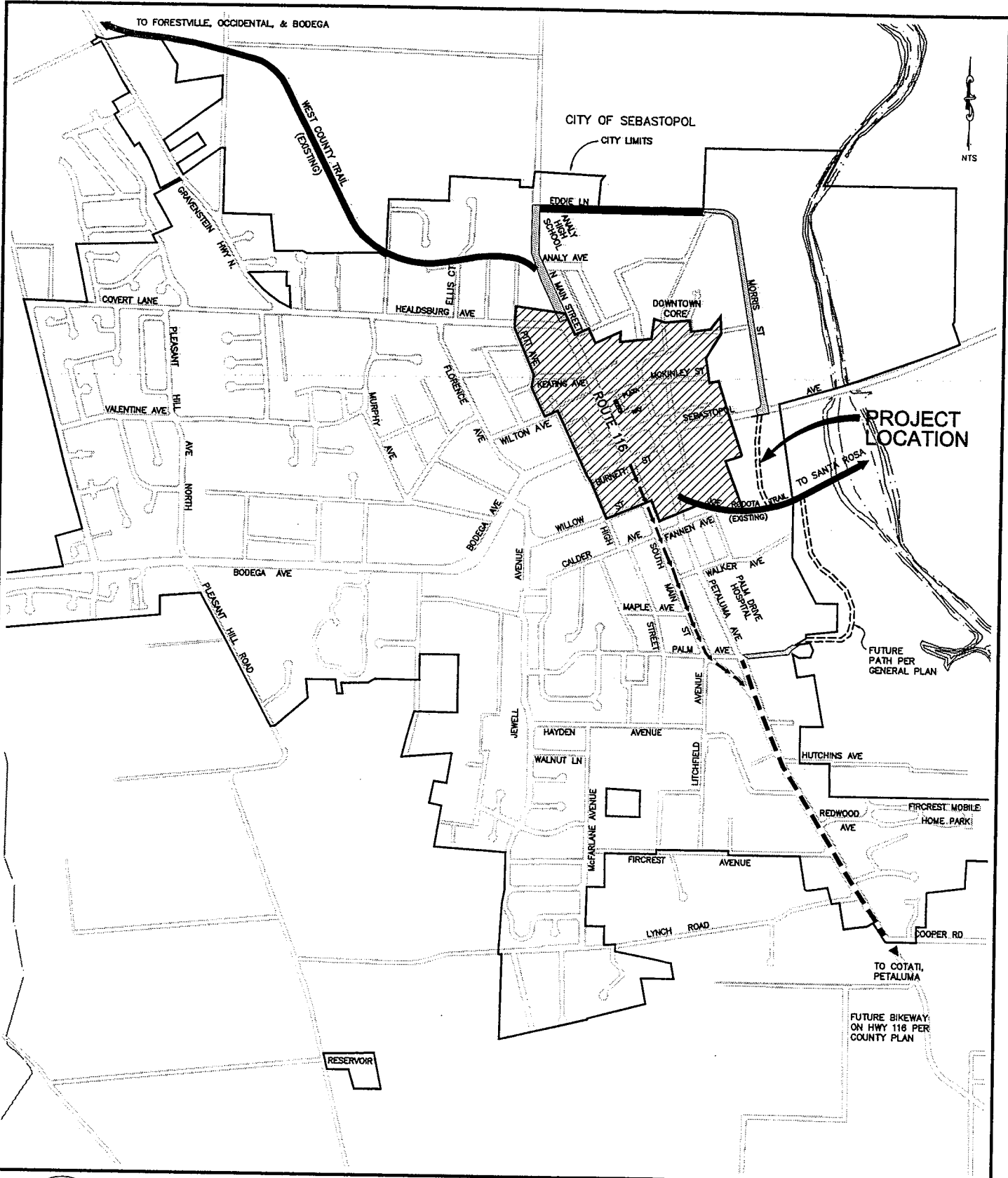
Project Description

Rodota Trail Connection, Rodota Trail to Highway 12

June 2001

The City of Sebastopol is proposing to complete a trail connection between the Highway 12 near Morris Street and the existing Rodota Trail in Sebastopol. The proposed 2,100-foot long trail will close a gap in the County's trail system, helping to connect the Rodota Trail and the West County Trail. The multipurpose trail is designed to the standards of a Class I bikeway, paved at an eight-foot width with two-foot base rock shoulders on both sides, except at the trail's connection to Highway 12. Because of the need to prevent bicyclists from entering Highway 12 at high speed, the Class I bikeway will end approximately 50 feet from the sidewalk and connect to the sidewalk with a concrete ramp. A metal handrail will be used at the ramp. From the ramp, the trail will follow an existing 12-foot wide easement straight for about 400 feet between two commercial properties: the Sebastopol Inn complex on the right and the Bradley Video project on the left. As the trail follows this property line, fill will be required to bring the path up to the grade of the commercial properties. It is expected that this fill will be generated on site as part of a separate project to restore Calder Creek. Where the fill affects existing fencing or landscaping, the fencing will be relocated and landscaping will be restored. At the rear of the two commercial properties, the trail will follow a meandering 1,700-foot long alignment through an existing woodland that has been surveyed to preserve all existing trees greater than 6 inches diameter breast height (d.b.h.). Cut and fill will be required to establish the profile of the trail; the limits of grading will range from zero to twelve feet outside of the shoulders of the trail. At one location, a horizontal willow tree trunk lies across the trail alignment; a 48-inch wide concrete box will be used to span over the trunk, allowing room on all sides for the trunk to grow. Where the trail crosses minor drainage swales, culverts will be used. Two bridges will be required at major drainage areas. Both will be ten feet wide, with weathering steel trusses and concrete decks for low maintenance. The first is 32 feet long will span an area of seasonal wetlands that has been delineated by the Corps of Engineers. The second, 34 feet long, will span Calder Creek about 200 feet from the trail's connection to the Rodota Trail. Seasonal wetlands have also been delineated on the banks of Calder Creek, and the bridge has been designed to span over the wetlands without disturbing them. To the south of the bridge, the new trail will again meander around an existing cluster of trees, connecting to the Rodota Trail about 1/10 of a mile east of Petaluma Avenue. The total estimated construction cost of the project is approximately \$200,000, to be paid primarily by state and federal grant funds.

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PROJECT NAME: RODOTA TRAIL CONNECTION



RODOTA TRAIL CONNECTION BIKEWAY GAP CLOSURES

LEGEND

- PROPOSED ON-STREET BIKE LANES (2 WAY)
- PROPOSED ON-STREET BIKE LANE (1 WAY)
- PROPOSED ON-STREET BIKE ROUTE
- EXISTING OFF-STREET PATH
- PROPOSED OFF-STREET PATH - OTHER PROJECTS